

Paddington.

7

# REPORT

ON THE

## FEVER CARRIAGES

OF THE METROPOLIS,

AND ON THE

## REMOVAL OF PERSONS

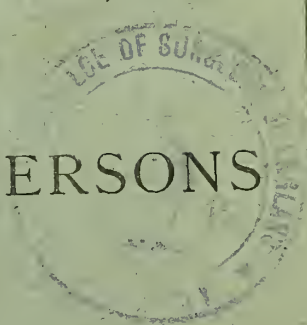
SUFFERING FROM

## INFECTIOUS DISEASES.

BY

JAMES STEVENSON, M.D.,

*Medical Officer of Health for Paddington.*





Paddington.

7.

# REPORT

ON THE

## FEVER CARRIAGES

*OF THE METROPOLIS,*

AND ON THE

## REMOVAL OF PERSONS

SUFFERING FROM

## INFECTIOUS DISEASES.

BY

JAMES STEVENSON, M.D.,

*Medical Officer of Health for Paddington.*





# R E P O R T

ON THE

## FEVER CARRIAGES OF THE METROPOLIS,

AND ON THE

## REMOVAL OF PERSONS SUFFERING FROM INFECTIOUS DISEASES.

---

London is made up of topographical fractions or divisions. These divisions, called parishes, vary in size, and, though contiguous to one another, were at one time separate ecclesiastical entities, each usually possessed of a parish church, with its surrounding church-yard, and of a civil jurisdiction under the parson (persona), coterminous with its parochial limits. They did not then as now form parts of "one vast province of brick and mortar" raising annually for its own purposes by self-taxation, an income which till lately dwarfed the revenue of many continental kingdoms, and now exceeds that of many South American Republics, and of dominions which affect the name of empire. These parishes then, as now, enjoyed the right of autonomy or self-government, a privilege which had descended to them from Saxon times. This privilege they were wont to exercise in common with other parishes throughout the country in their local assemblies, then called town moots, now vestries, long

before national parliaments (Witenagemots) were convened, or the necessity for them had arisen.

To men whose daily wants are supplied by the produce of the fields they cultivate, and who know little and care less about aught beyond the horizon of their vision, unless to resist aggression from more powerful neighbours or from foreign enemies, the strength and the wisdom possessed by a federation are unnecessary. Accordingly, in the earliest stages of the Teutonic race, the power of self-government was lodged in, and confined to, small local communities, who knew nothing of a common national allegiance, except for purposes of war. In the infancy of that race, as we learn from Cæsar, Tacitus, and others, and probably in the infancy of civilization every where, local rights were, as they now are, amongst the earliest and most important of all rights, and their recognition and enforcement by a local government of necessity preceded the larger association and development of governing bodies, which afterwards arose, whether they took the form of hundreds, of counties, or of parliaments.

We have seen, then, that local self-government existed in this country before the heptarchy, and co-temporaneously with it; and that it has descended to us through the centuries, a primary and essential organization of the English people; and notwithstanding the centralizing tendencies of the age, and the disposition in some quarters to esteem lightly, nay, to treat with ridicule, and to hold up to contempt, Vestries, District Boards, and Municipal institutions

in general, they ought to be approvingly regarded, and tenaciously clung to, as the fountain and origin of public spirit, of public virtue, and of political progress ;—as the nurseries of freemen, the schools for statesmen, and as the appanage and the heritage of the Anglo-Saxon race.

These preliminary remarks are offered by way of explanation of the separate and independent action, and of the diversity of practice, on the part of the several parishes of the metropolis, which exist not only in connection with the matter I am about to bring under your notice, but also in connection with other parochial arrangements.



Existing  
arrangements.

IN THE PROVISION made by the Local Authorities for the removal of the infectious sick to the small-pox or fever hospitals, there is, in the several parishes of the metropolis, no uniformity of procedure. In most parishes the fever carriage is the property of the Board of Guardians ; in some, of the Vestry, as in Paddington ; or of a District Board, as at Lewisham and Westminster. In other parishes it forms part of the stock in trade of a cab proprietor, as in Marylebone ; or of an undertaker, as in Clerkenwell. In most parishes it is entrusted to some one connected with the Board of Guardians—not unfrequently the Master of the Workhouse. In other parishes its custody devolves on some one attached to the Vestry—it may be the Sanitary Inspector, as in Paddington. In most parishes it is kept in the grounds adjoining the workhouse ; in some, in the parish stoneyard, as in St. Giles', Westminster, and Whitechapel ; or in an ordinary mews, where sometimes there are workshops ; or in a common cab-yard ; or beneath a railway arch, as in St. Saviour's, Southwark.

Housing of  
the Fever  
Carriages.

In some parishes the fever carriage stands in an open shed or in a covered passage within reach of every one on the premises who passes it ; or it is shut up in a coach-house or some such place—it may be with inhabited rooms over it. Sometimes it stands alone, more frequently along with other vehicles, perhaps a brougham kept for the use of the guardians, or a



carriage for removing sick or imbecile paupers, or the bread van of the parish, or a laundry van, or the carts of neighbouring tradesmen. I have seen it so housed in an undertaker's shed, headed by a waggonette, and flanked on either side by a butcher's and a baker's cart, whilst in the rear were the fitting accompaniments of a hearse and mourning coach.

Some parishes have only one vehicle, which is used indiscriminately both for small-pox and for fever cases; others have two, of which one is reserved for fever, and the other for small-pox patients. Hackney, Lambeth, and Wandsworth have each three vehicles, and St. Saviour's has four, their use being determined by the prevailing epidemic.

The fever carriages in use in the Metropolis may be described as being of three kinds, viz., cabs, covered vans, and broughams. In most cases they have been built for the purpose for which they are specially employed. In a few instances, however, they are ordinary cabs or broughams in a dilapidated condition, and show no signs of adaptation or "conversion," as in some the original cloth or leather lining has not been removed. In some carriages the patient can lie down at full length in a sort of tray or frame provided with bedding, which can be drawn in and out from the back of the carriage, and which extends under the box seat, and when *in situ* occupies lengthwise half of the vehicle. In some instances this tray rests on the floor of the carriage, in others it is raised to the ordinary level of the seats. In one or two cases I have observed

Description  
of Fever  
Carriages in  
use.

that it was on wheels, to facilitate its being moved in and out of the carriage ; in others that there was no tray, so that the patient had to lie on the bedding placed upon the floor of the vehicle.

Some carriages do not admit of the patient lying down at full length, but allow a semi-recumbent position, there being a movable board extending between the seats ; in not a few even this advantage is withheld, and the patient cannot recline, nor stretch his limbs. In some parishes a friend is allowed to accompany the patient in the carriage to the hospital. In Lambeth a paid nurse is sent with each patient. One of the pauper inmates of the workhouse goes with the cases sent by the Lewisham Board of Guardians, and changes his dress on his return to the house.

Horsing of  
the Fever  
Carriages.

In some parishes the horses are the property of the Boards of Guardians, as at Islington, Plumstead, St. Saviour's, and Wandsworth. In others the Guardians contract with a cab proprietor for the supply of horses and drivers for their different vehicles, and pay annually a lump sum ; or the cab proprietor charges mileage, or a fixed sum for every journey to the different hospitals. In one or two parishes the providing of the horse and driver is left in the case of non-paupers to their friends, the carriage only being placed at their disposal. In other parishes, as has already been stated, the cab proprietor or undertaker supplies vehicles, horses, and drivers.

The precise sum paid to the person who contracts to supply the horses varies, as may be

supposed, according to the situation of the parish and the extent of its requirements. In Marylebone £450, I am told, is the contract price for the removal during the year of the infectious cases and of the sick and imbecile poor, and for other removals required by the Board of Guardians. This is exclusive of the charge made for the removal of non-pauper cases. The vehicles are the property of the contractor. In other parishes £112, £150, and £360, are the sums paid according to contract for the hire of horses and drivers. In Chelsea 8s. is the fixed price paid for the hire of horse and man, for the removal of every case to any of the hospitals. In Paddington the cab-master supplies horse and man at a charge of 10s. for each journey to Hampstead or Highgate, 15s. to Stockwell, and 20s. to Homerton.

St. George's Hospital has its own fever carriage, but pays for hire of horse and man 7s. 6d. to Stockwell, and 13s. 6d. to Highgate. The London Fever Hospital charges 4s. for the first mile, and 1s. for every subsequent mile, whenever its carriages are used to fetch a case from any part of London. No charge is made for the return journey.

The drivers are generally under the control of the <sup>Drivers.</sup> Guardians, or are the servants of the cab proprietor, or of the undertaker, or are persons regularly employed for the purpose by the Vestries, or by the District Boards.

The fever carriages of most parishes are furnished <sup>Bedding.</sup>

with bedding of some sort, generally a flock or straw mattress with canvas cover, and two rugs or blankets, with pillows. At Lewisham the mattress is of horse-hair, and both it and the pillows are covered with water-proof material. The two carriages belonging to the London Fever Hospital, and that of Paddington and of Poplar, contain air beds. Chelsea, besides bedding, thoughtfully supplies, when needful, hot water bottles, for the comfort of those requiring its fever carriages, as does Paddington. Certain parishes provide blankets only; and as others supply neither beds nor blankets, the patients in such parishes have to provide their own.

Disinfection  
of Fever  
Carriages.

In a few parishes, the person in charge of the fever carriage disinfects it after every journey—three or four times in the day, if necessary. In other parishes it is disinfected only occasionally, it may be once a month, or once in two or three months, and in some it is never disinfected. Generally the disinfection is left to a horsekeeper, or servant of the contractor, or to an inmate of the workhouse. In very few parishes does the Sanitary Inspector superintend this very necessary operation, or does any one take cognizance of the condition of the vehicles and the bedding as to cleanliness. Fumigation with sulphur is the mode of disinfection generally employed.

Removal of  
Patients  
above the  
Pauper Class.

The Boards of Guardians of Islington, Kensington, and St. Pancras, and the Lewisham Board of Works, remove, free of charge, all persons residing in their several parishes, who may be suffering from infectious disease. To effect their removal in some

parishes, the friends of the patients are required to go to the cab-proprietor or undertaker, who performs this service for the parochial authorities, and to make the best terms they can. In other parishes the carriage, whether it is the property of the Vestry, or of a District Board, or of the Board of Guardians, is at the service of a parishioner, who is left to make his own terms with the cab-master who supplies horse and man. In Paddington no charge is made to a parishioner for the use of the fever carriage, but he is required to pay to the Vestry Hall Keeper the sum charged to the Vestry, as already stated, by the cab-master for the hire of horse and man. St. George's Hospital lends its fever carriage at a charge of 2s. 6d. for washing the same, and leaves it to the applicant to provide horse and man.

In several parishes in the South and East-end of London, I was informed by the Master of the Work-house, or some other official, that no application had ever been made for the loan of the fever carriage for the accommodation of persons above the pauper class. All agreed that in the event of such application it would be immediately granted, free of charge, to a person residing in the parish ; and if need be, a horse and driver provided at the expense of the parish, so as to ensure the isolation of the patient, and prevent the spread of disease.

It will be seen from the remarks already made, that in the several parishes of the Metropolis there is a difference as regards the means employed for the

Summary.



removal of the infectious sick, and in respect to the conduct and management of those means. Both the agents and the appliances, with all their concomitants and surroundings, differ. It is unnecessary further to describe these differences, or in detail to direct attention to their comparative merits, or to point out their defects. I have no hesitation in expressing my opinion, that the existing arrangements are objectionable on the score of economy and on sanitary grounds, and are moreover ill-adapted to the requirements of the public and of the persons more immediately concerned. In a word, they are improvident, insanitary, and inconvenient.

Existing  
arrangements  
improvident..

They are improvident, inasmuch as they necessitate the provision of at least one fever carriage by the parochial authorities of every parish or of every district. There is, moreover, a waste of power—money and material—in having so many vehicles, unless there is a constant demand for their employment. In some parishes, during several weeks of the year, they are not required. I have heard of a fever carriage, the property of a certain Board of Guardians, falling to pieces from its not being used. The Local Government Board recommends, and where its power extends requires, the parochial authorities to provide at least two vehicles, one to be used exclusively for small-pox patients, and the other for cases of fever. If this recommendation be adopted, the 60 vehicles at present possessed by the 39 Vestries and District Boards of the Metropolis, or by certain Boards of Guardians in lieu

of certain Vestries, and of certain District Boards, will be increased in number to 80 or more. The parochial authorities of 13 parishes or districts have each only one vehicle, those of 17 have two, of 3 have three, and of 1 have four fever carriages. Some parishes have no fever carriage, and are content to borrow that of their neighbours.

To meet the requirements arising from the rapid growth of the Metropolis, and from the greater attention paid to sanitary matters,—of which not the least important part consists in the isolation of the infectious sick,—the number of vehicles, if matters continue to be managed as at present, will soon be increased to 100. More men and more horses will then be required. The cost of providing these vehicles, of housing, of horsing, and of manning them, besides keeping everything in connexion with them in proper condition, must be considerable. If I am right in believing, and can show that by the application of the co-operative principle, by the adoption of a conjoint scheme, the end in view, the object of all this outlay can be attained with one-third of the existing machinery, or one-fourth of that which is contemplated by the authorities, I am justified in saying that existing arrangements are extravagant as well as improvident.

It is not needful to inquire what is the precise Insanitary. nature of the morbid agent or cause expressed by the term Contagion ; or in what state it exists, whether solid, liquid, or aëriform ; or whether it consists of minute organic germs, having their origin either in the



animal or vegetable kingdom, or in the debatable border land between the two ; or how it is propagated by the so-called contagious diseases, which undeniably result from the absorption of a specific poison. It will be admitted that contagion, the *materies morbi*, is very frequently conveyed by the bedding of a patient suffering from any one of such diseases, or by the clothes of persons in attendance upon such patient. Particles of wool, silk, cotton, or hair, invisible to the naked eye, are capable of conveying the seeds of disease. Insects, too, are believed to aid in the spread of disease, in the same manner as they are known to promote the fertilization of plants, at one time distributing pollen, which is afterwards developed into forms of beauty ; at another time the germs of a foul and disfiguring disease. Does it then admit of doubt, that a vehicle containing bedding, which is frequently used for the removal of persons suffering from the diseases in question, may be the means of imparting such disease ? Is such bedding inside a vehicle less capable of conveying disease than if it were lying in a sick room ? or are persons brought into contact with such bedding less susceptible of its contagion, if they happen to be in a vehicle, than if they were in a house ? Manifestly the condition of such bedding is the same as regards its capability of conveying contagion wherever it is ; or rather, as is well known, the danger is intensified when bedding or clothing so infected is boxed up and excluded from the air. If it is infectious in the sick room, it is certainly not less so in a fever carriage, or on the premises of the cleaner, dyer, and scourer, or in a

suburban laundry. There are those who think that dread of contagion from a fever carriage is groundless, that precautions are needless, and that to provide a separate and isolated building for holding a fever carriage, and to insist on its disinfection every time it is used, are over-refinements in the way of sanitation, and a wasteful expenditure of the rate-payers' money. In the Report of the London Fever Hospital for the year 1875, it is distinctly stated that a boy caught typhus fever during convalescence from scarlet fever, through climbing by way of amusement into the fever carriage before it was disinfected, and after it had conveyed a case of typhus to the hospital.

If, then, it be conceded, that a fever carriage may become a source of infection, is it desirable to multiply such sources, or to maintain those which already exist, if they can with advantage be reduced in number, and concentrated at two or three points, instead of being located in every parish? Bearing in mind the way in which the fever carriages in the metropolis are housed, more frequently than otherwise along with other vehicles, and in places where the spades, brooms, and tools of workmen employed by the parish are kept, and to which they at all times have access,—that, such places, when within the workhouse-grounds, are sometimes not enclosed, and are often in close proximity to other premises, such as a stable, a pig-sty, or a shed of some sort in which men are daily engaged; that the coach-house which accommodates the fever carriage may be one in an ordinary mews, with a

workshop or dwelling rooms on either side of it or over it, and that in too many instances disinfection is never attempted,—I have said enough to show that existing arrangements are eminently insanitary.

Inconveni-  
ent.

The inconvenience of the present arrangements will be apparent, if I detail the steps necessary to be taken by a parishioner requiring the use of the fever carriage for the conveyance of a person suffering from infectious disease to one or other of the hospitals of the Metropolitan Asylums Board. It will be seen that they operate injuriously to the patient, his friends, and the public. A medical man is called to a case which he recognizes to be one of small-pox. Having regard to the circumstances and the surroundings of his patient, he recommends his removal to the hospital. He directs the person attending to the patient, generally a relative,—a wife, or mother,—to go to the workhouse, where she sees the relieving officer, from whom, after telling her story, she receives four documents, which she takes to the poor law medical officer (the parish surgeon). One is an order marked “urgent” for him to see the case; another a certificate for him to fill up as to its nature; a third, which is already signed by the relieving officer, is an order to admit the patient to one or other of the hospitals of the Metropolitan Asylums Board; and a fourth document addressed to the Vestry Hall Keeper, requesting him to send the fever carriage to the patient’s house, in order to effect his removal to the hospital therein named. If the poor law medical officer has already visited the workhouse, and will not return to it

that day, the applicant is directed to take the documents to his private house. The doctor, it may be after a lapse of some hours, sees the patient, and gives a certificate of the nature of the case to the person in charge, also the order of admission to the hospital, and the order for the fever carriage. The applicant then goes with the last-mentioned order to the Vestry Hall, and the Hall Keeper takes the order or directs the applicant to take it to a cab-master, who sends a man with a horse to the stone-yard where the carriage is kept. The vehicle is then driven to the house of the patient, who is assisted into it (carried, if need be) by his friends, and is generally accompanied to the hospital by one of them, who rides with him inside the vehicle.

Before starting, the driver receives from the friend or relative of the patient the certificate and the order of admission to the hospital. These are handed by him to the Gate Keeper at the hospital, who enters in a book the time of the patient's arrival, his name, and that of the parish which has sent him. Both documents are then returned to the driver, who proceeds to the door of the hospital with the patient, who, if unable to walk, is removed to a bed by the porters in attendance, and wheeled into the receiving room to await the arrival of the doctor. The driver, with the bedding and blankets belonging to the fever carriage, returns to the Gate Keeper, who provides him with bread, cheese, and beer, so that he may have no excuse for loitering at public-houses on his way home. The friend or friends—

for there are sometimes two—who have accompanied the patient to the hospital, return home either in the fever carriage, or by cab, omnibus, or rail.

Such are the steps necessary to be taken in Paddington, in order to remove a person suffering from infectious disease to any one of the hospitals of the Metropolitan Asylums Board, which was established expressly to provide hospital accommodation for the infectious sick and imbecile poor. The same course is necessarily pursued in every other Metropolitan parish, unless the fever carriage is the property of the Board of Guardians, in which case no application for it to the Vestry Hall Keeper is required.

Admission to any of the above-mentioned hospitals can only be obtained at present through the relieving officer of the parish in which the patient resides, and upon the certificate of the poor law medical officer as to the nature of the disease, and the fitness of the patient to be removed. The intervention of the relieving officer is provided to prevent persons other than of the pauper class obtaining hospital treatment at the expense of the parish, and the certificate of the poor law medical officer is deemed necessary to guard against the admission to such hospitals of cases not belonging to the infectious class of diseases.

The only other hospitals in London for the reception of the infectious sick are the Small-pox and Vaccination Hospital at Highgate, which takes small-pox cases only, and the London Fever Hospital in the Liverpool Road, which receives patients suffering from contagious fevers



(not small-pox) and from diphtheria. These hospitals do not admit parochial paupers.

The London Fever Hospital has its own carriages, which are available by those who require them. The Governors of the Hospital at Highgate have no carriages for the conveyance of patients to that institution, and, whilst ignoring to a great extent the claims of the parishes upon its resources as a public hospital, supported partly by voluntary contributions and partly by the fees charged for admission, leave it to the parishes to provide such carriages.

The objections to this mode of procedure, both in its parts and as a whole, are sufficiently obvious and numerous. It not unfrequently happens that the person who has been in close attendance upon the patient comes to the Vestry in the first instance either to obtain disinfectants or to make some inquiry, then goes in an omnibus to the workhouse, and returns home in the same manner. These journeyings to and fro through the crowded streets, whether in a public conveyance or not, are fraught with danger to the public, are unnecessary, and should be prevented. The same remark applies to the person who accompanies the patient to the hospital, and returns in the manner indicated. A whole day is sometimes spent in carrying out these arrangements; and on not a few occasions, owing to neither the poor law medical officer nor his assistant being at home when the documents were left at his house requiring him to see the case and to give the needful certificate, it has been necessary to

Objections  
to existing  
arrangements.

delay the removal of the patient till the following day, to the detriment of the patient from his then being less able to bear the journey, and also of the public from the greater probability of spreading contagion every hour the patient has been outside the walls of the hospital. This delay would be avoided, and a great saving of time and trouble in other ways effected, if the certificate of every qualified medical practitioner were deemed sufficient, as it should be, to procure the admission, through the local sanitary authority, of a patient to the hospitals of the Metropolitan Asylums Board. Greater evils result from the delay necessitated by present arrangements than could possibly accrue from an occasional error as to the nature of the disease. Errors in diagnosis at present occur, and will occasionally occur, whatever arrangements may be adopted. Removals should be effected through the local authority only, thus ensuring to its sanitary department the knowledge of every case, and the opportunity of employing or supervising disinfection. The relieving officer should be immediately informed, either by the local authority or by the Secretary of the hospital, of every case so admitted, in order that he might see that hospital treatment was not improperly obtained at the expense of the parish; and he should also be empowered to recover from every patient, within six months after his discharge from the hospital, the cost of maintenance and medical treatment so obtained.

Enough has been said to show that the existing arrangements in connexion with the fever carriages of the metropolis are badly devised, being defective in



their inception, faulty in their working, and unsatisfactory as to their results. I would suggest another method and other means. Seeing that there is nothing of a specially local character in any of the parishes, or in the circumstances themselves, to require different management, an organization which extends to the metropolitan area should be alike in its arrangements, and in the distribution and administration of its offices. As in the matter of hospital provision for persons above the pauper class suffering from small-pox, I recommended one hospital for the northern half of London, instead of an hospital in every parish as was generally contemplated and generally advocated : so now I recommend the abolition of the existing centres of infection, and the confining of them to two or three localities, where it may be fairly assumed that they will be rendered as innoxious as possible.

Here a policy of concentration should be preferred to one of dispersion—a policy, moreover, which, unlike some policies, looks to the future as well as to the present, which meets present necessities, and can readily adapt itself to future demands. As there are and must be hospitals for the reception of the infectious sick with a view to their isolation and their treatment, let all such hospitals be provided with carriages, and have at their command horses and drivers necessary for removing such cases to such hospitals. A fever carriage for the accommodation of the sick is a scarcely less necessary appurtenance of an hospital than a mortuary for the reception of the dead.

A Policy of  
concentration  
recommended.

## Nurses.

Trained and paid nurses accustomed to the handling of the sick, and with a knowledge of their wants, should be provided by the hospital, and should accompany the fever carriages whenever they are used. It is some time since I pointed out, as did my predecessor, that Inspectors of Nuisances are not the proper persons to perform such offices, and that there is an inconsistency in allowing them to be engaged at one hour of the day in carrying (down stairs) in their arms young persons suffering from scarlet fever or small-pox, and at another in inspecting the houses of parishioners, avowedly with the object of discovering the sources of infection.

Still more objectionable is the employment of paupers as nurses, male or female. It is well known that sooner or later the nurses, servants, and others connected with the fever hospitals, contract the diseases therein treated, and that with their recovery there follows comparative immunity from contagion. Whilst this is a very good reason for their subsequent employment as nurses, it is an emphatic condemnation of the practice in some parishes of utilizing the services of paupers. The ills of penury are sufficient: to these there need not be added the pains and penalties of disease.

Description  
of Carriage  
recommended.

With respect to the carriage itself, it should be made of hard wood, smooth, painted and varnished, and of the brougham type. It should be easy, light, and properly ventilated, with doors on both sides, and a door or doors at the back, opening vertically, not horizontally as some do, and with a drop-seat inside to

accommodate the nurse or attendant, if required. The windows should be of ground glass, with the exception of the one in front, through which the nurse should be able to see and communicate with the patient. It should be sufficiently wide to admit two trays or frames with beds covered with some water-proof material, and not too long, on account of the draught, yet long enough to allow the patient to lie down. This is important in fever cases and in diphtheria, as in the former, from the circulation and the nervous system being much disturbed, and in the latter, from the specially exhaustive character of the disease, sudden collapse sometimes occurs.

Having carefully considered the facts narrated in Recommendations.  
this report, the recommendations I have to make are as follows :—

- I.—That neither the Local Authorities nor Boards of Guardians should any longer be expected to provide conveyances for the removal of the infectious sick.
- II.—That the Managers of Hospitals for the reception of the infectious sick should supply the conveyances, with horses and drivers, necessary for the removal of patients to such hospitals, as is done by the Managers of General Hospitals.
- III.—That a trained and paid nurse should be sent with the carriage every time it is used, to superintend and assist the friends in the removal of patients.

IV.—That such nurse should be responsible for the charge of the patients whilst under his or her care, and should ride inside or outside the vehicle as circumstances and the condition of such patients may require.

V.—That the carriage itself should be of the most approved construction, as already described.

I am persuaded that economy, uniformity, efficiency, and sanitary requirements, will be promoted by the adoption of these recommendations.

JAMES STEVENSON, M.D.,  
*Medical Officer of Health for Paddington.*

VESTRY HALL, PADDINGTON ;

*June, 1877.*

---

APPENDIX.

---



# LOCAL AUTHORITIES OF THE METROPOLIS.

---

## I. COMMISSIONERS OF SEWERS.

### CITY OF LONDON—

Has no fever carriage.

## II. VESTRIES.

### PADDINGTON—

Is the only Vestry that has a fever carriage. It is a small covered van, is supplied with a change of blankets, has an air bed, and stands by itself in the Vestry's stone-yard. Disinfected every time it is used. Non-paupers required to pay for hire of horse and man.

## III. DISTRICTS BOARDS OF WORKS.

The District Boards of Works of Fulham, Greenwich, Hackney, Holborn, Limehouse, Plumstead, St. Olave's, Southwark, St. Saviour's, Southwark, Strand, Wandsworth, Whitechapel, and Woolwich, have no fever carriage.

### LEWISHAM—

Has one covered van, flock bed on frame on wheels, two blankets.

Stands in an isolated corrugated iron shed.

Non-pauper cases removed, free of charge.

No expense apparently spared in the removal of infectious sick.



## POPLAR—

Two cabs, not unlike Hansom's. Patient cannot lie down. No bed or bedding. One stands in stone-yard near the office of the Board. The other in a distant yard for the accommodation of the Bromley and Bow districts.

Non-paupers required to pay the hire of horse and man.

ST. GILES'-IN-THE-FIELDS and ST. GEORGE'S,  
BLOOMSBURY—

Two broughams, the property of the St. Giles' Board of Works, but under the entire control of the Board of Guardians.

Stand in a shed in the stone-yard of the Board.

The Guardians contract for horse and man, £112 per annum.

Non-paupers can have carriage, but must pay for hire of horse and man.

## WESTMINSTER—

One covered van, used for non-paupers only. No bedding. Never disinfected.

Kept in parish stone-yard in a shed, which is also the tool-house of the parish workmen.

At the entrance of the stone-yard, and abutting on pavement—there being no fore-court,—are two houses, originally shops, which serve for a small-pox hospital, and are within a few hundred yards of both Houses of Parliament.

## BOARDS OF GUARDIANS.

## BETHNAL GREEN—

One cab for small-pox cases. Patient cannot lie down. No bed or bedding. One covered van for fever patients, flock mattress, two blankets.

Kept in workhouse grounds. Disinfected after each journey.

Never applied to for removal of a non-pauper case. Would remove, free of charge, if asked.

For various purposes horses are daily required, sometimes four in the day. Hire of horses and drivers included in general contract, £360 per annum.

#### CAMBERWELL—

Two covered vans, one for small-pox and one for fever. Each has a flock bed, with canvas cover, and two blankets. No tray or frame. Patients must lie on the floor of the vehicle.

Stand under cover, off a passage through which persons on the premises are constantly passing. Disinfected every time used.

The fever carriages are at the service of non-pauper parishioners, they paying the hire of horse and man.

#### CHELSEA—

Two large covered vans, one for fever, and one for small-pox.

Stand in a shed by themselves in the workhouse grounds. Disinfected after each journey.

Contract price for removal of each case to any one of the Metropolitan Asylum Hospitals, 8s.

Non-paupers must make their own terms with the person who supplies the horse.

#### CITY OF LONDON—

One covered van, used for all infectious cases.

Stands in the workhouse grounds at Homerton.

Non-paupers would have to pay for use of horse and man.

#### FULHAM, comprising HAMMERSMITH—

Two very good broughams. Both open at the back and sides. Each has a straw bed and two blankets.

Kept in workhouse grounds. Fumigated after each journey. Contract for horse and man.

Lend the carriages for non-pauper cases, and allow the sanitary authorities to charge what they like.

## GREENWICH, comprising DEPTFORD—

Two covered vans, with flock beds, and pillows, and blankets. Seat for an attendant. The bed frame is on wheels.

Stand in an open shed with other vehicles, one hired from a coach-builder. Disinfected about once a month.

Lend the carriages to the Greenwich Board of Works for non-pauper patients, who have to pay for horse and man.

## HACKNEY, comprising STOKE NEWINGTON—

Two ordinary cabs for small-pox cases. Patients cannot recline. No beds, two blankets. One converted brougham for fever cases. Tray, with cane bottom, no bed, two blankets.

Kept in workhouse grounds along with other vehicles. Disinfected when necessary.

Non-pauper cases allowed the use of fever carriages, free of charge.

## HAMPSTEAD—

One covered van, light and very small. Flock bed, two blankets. No shelf, tray, or frame. Patient must lie on the floor of the vehicle.

Kept in a shed where there is a bath chair for aged invalids.

The fever carriage is at the service of parishioners, not paupers, on paying the hire of horse and man, or these will be supplied, free of charge, if necessary.

## HOLBORN, comprising CLERKENWELL, ST. LUKE'S, and HOLBORN—

One cab for Clerkenwell, the property of the Contractor. No bed or blanket. Patient cannot lie down.

Stands in a yard along with other vehicles. Never disinfected. Never inspected by the Officer of the Board of Guardians or of the Vestry. Everything left to the Contractor.

Non-paupers must make their own terms with the Contractor. If they objected, the Guardians would pay for their removal.

One ordinary street cab for St. Luke's, the property of the Contractor. No bed or blankets.

Stands in a shed in Shoreditch with other vehicles, including a tradesman's truck. Never disinfected nor inspected.

Non-paupers must make their own terms with the Contractor. If they objected, the Vestry would pay expenses.

One ordinary street cab for Holborn, the property of the Contractor. No bed, two blankets. Patient cannot lie down.

Stands in a cab-yard along with other cabs. Never disinfected nor inspected.

Non-paupers left to make their own terms with the Contractor.

The Holborn District Board of Works would pay expenses of removal if the friends of the patient refused.

#### ISLINGTON—

Two large covered vans, the property of the Guardians. Each has its flock bed and two blankets.

Kept in a shed in the grounds of the new workhouse, along with funeral carriages, a van for the removal of the ordinary sick poor, the van for daily carrying bread to the out-door relief stations, and a carriage for the use of the Guardians. Never disinfected.

The Board has its own horses, generally four, and remove non-pauper patients, free of charge.

#### KENSINGTON—

One covered van, small, the property of the Guardians. Bedding and blankets.

Stands in shed in the workhouse grounds.

Disinfected every time it is used.

No charge made for the removal of non-paupers.  
The Guardians about to get two new vehicles.

LAMBETH—

Three vehicles. One large covered van for small-pox,  
which takes three or four patients at one journey.  
Has straw bed, pillows, and blankets.  
One brougham for fever cases, and one for small-pox—  
both very good, with bedding as above.  
Would remove non-paupers, free of charge.  
A paid nurse goes with the patients.

LEWISHAM—

One covered van, with flock bed and two blankets.  
Bed frame on wheels.  
Stands in a shed by itself, in the rear of the workhouse.  
Disinfected after each journey.  
Lends carriage to non-paupers, they paying for hire of  
horse and man.

MARYLEBONE—

Two ordinary street cabs, one for fever, the other for  
small-pox cases. The property of a cab-master.  
No beds or blankets. Patient cannot lie down.  
Stand in a cab-yard along with other cabs. Fumigation  
left to the horse-keeper. No one interferes.  
For the conveyance of infectious cases and other  
removals required by the Guardians, the sum paid  
to the Contractors is £450 per annum.  
Non-paupers must make their own terms with the  
Contractor.

MILE END OLD TOWN—

Two covered vans. Each has a flock bed and two  
blankets.  
Stand in workhouse grounds.  
Horsed by Contract.  
Never applied to for the removal of non-pauper cases.

PADDINGTON—

None.

## POPLAR—

Two broughams, one for fever and one for small-pox, open at the back and sides. Air beds, pillows, and blankets.

Stand in a shed by themselves. Very clean. Fumigated after each journey.

Horsing included in a general Contract.

Never applied to by non-paupers. Would lend carriage if required.

## PLUMSTEAD, comprising PLUMSTEAD, WOOLWICH, CHARLTON, and KIDBROOK—

Two covered vans, not unlike covered waggonettes. No beds. Each has two blankets. Patient cannot lie down, but must sit upon a board during a journey to the Hospitals of sometimes 15 miles.

Stand in an open shed along with a cart used for farm purposes. Man at work in shed preparing food for pigs. Disinfection considered unnecessary, as one is reserved for small-pox, the other for fever cases.

Has its own horses, and would lend carriage, charging where possible, for horse and man.

## SHOREDITCH—

Two cabs. Each has a flock bed and two blankets.

In the small-pox cab the patient cannot lie down, or even stretch his limbs.

Kept in a shed in the workhouse grounds, with a brougham for the use of the Guardians, and other vehicles.

Horsing included in a general Contract.

Non-paupers can have fever carriage, on paying for horse and man.

## STEPNEY UNION, comprising SHADWELL, RATCLIFFE, LIMEHOUSE, and WAPPING—

Two broughams, open at the back and sides, the property of the Guardians. Horse-hair beds and pillows, covered with water-proof material.



Stand in Contractor's shed with a bread cart, brougham for carrying ordinary sick paupers, and other vehicles. Fumigated by the drivers.

Horses and man for removal of sick and infectious poor supplied by Contractor. Price £150 per annum.

No application ever made for the removal of non-paupers. Would lend carriage if asked.

#### STRAND—

Have none. Borrow that of St. Giles' Board of Works.

ST. GEORGE'S UNION, comprising ST. GEORGE'S, HANOVER SQUARE, ST. MARGARET'S, and ST. JOHN'S, WESTMINSTER—

Two broughams, one for small-pox, new and very suitable. One, a "converted" brougham for fever cases. Each has a flock bed resting on a frame, with canvas cover and two blankets.

Stand in a coach-house, in a public Mews in Marylebone, with bread van and funeral carriage. Disinfected after each journey. Over the coach-house are inhabited rooms and premises used by a carpet planner.

In this Mews are other work-shops.

#### ST. GEORGE'S-IN-THE-EAST—

One covered van, the property of the Guardians. Straw bed and two rugs. Only one set of bedding. Disinfected every time it is used.

Stands in a shed in workhouse grounds.

Never applied to for the removal of non-pauper cases.

ST. OLAVE'S, SOUTHWARK, comprising BERMONDSEY, ROTHERHITHE, and ST. OLAVE'S—

One large covered van, with flock bed upon the floor of the vehicle. Two blankets.

Kept at the workhouse. Disinfected.

Never applied to for the removal of non-paupers. Would lend ambulance if required.

About to purchase a new carriage at a cost of £84.



## ST. PANCRAS—

Two ordinary cabs. No beds. Two blankets.

Patient cannot lie down.

Kept by themselves in the workhouse grounds. Fumigated by the Sanitary Department.

No charge made for the removal of non-pauper cases.

## ST. SAVIOUR'S UNION, comprising ST. GEORGE-THE-MARTYR, ST. MARY'S, NEWINGTON, ST. SAVIOUR'S, BANKSIDE—

Four vehicles—two covered vans, and one cab for small-pox ; one brougham for fever cases. All supplied with flock beds and rugs.

Stand under a railway arch, off a timber yard, with other vehicles, including two laundry vans, one carriage for removing sick paupers, two vans for lunatics, two funeral carriages, a bread van, and a carriage for the use of the Guardians. Disinfected about once a month.

The Guardians have their own horses, generally four.

Never applied to in a non-pauper case.

## WANDSWORTH and CLAPHAM—

Three vehicles. One brougham and one cab for small-pox. The brougham opens back and sides. Flock bed and two blankets. The cab is an ordinary street cab, has not been altered, lining not removed. Patient cannot lie down.

One covered van for fever cases. Flock bed and two blankets.

Two horses kept by the Guardians.

Would lend vehicles, but would expect non-paupers to find horse and man.

## WESTMINSTER—

One large covered van, cost £36.

Stands under cover in stone-yard with carts, trucks and workmen's tools of the Highway and Sewers'

Department. Disinfected by the Sanitary Inspector's Assistant.

To the same place infected bedding is brought for disinfection.

Non-paupers must pay for horse and man.

#### WHITECHAPEL—

Two broughams, open at the back, with flock-beds and blankets.

Stand in the stone-yard, and are horsed by Contract.

Non-paupers removed, if need be, free of charge.

#### WOOLWICH—

See Plumstead.